

Message Text

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21

ORIGIN FAA-00

INFO OCT-01 ARA-10 ISO-00 CAB-05 CIAE-00 COME-00 DODE-00

DOT-00 EB-07 INR-07 NSAE-00 L-02 /032 R

DRAFTED BY FAA/AIA-100:JSHAFFER:EE

APPROVED BY EB/OA/AVP:DBORTMAN

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FM SECSTATE WASHDC

TO AMEMBASSY LIMA

UNCLAS STATE 080031

E.O. 11652: N/A

TAGS: EAIR, PE

SUBJECT: FAA NOISE ABATEMENT REGULATIONS

REF: LIMA 2659

1. THERE ARE NO AMENDMENTS TO PART 36 OF FEDERAL AVIATION REGULATIONS CURRENTLY IN EFFECT WHICH WOULD BAR ANY DOUGLAS DC-8 OR BOEING 707 AIRCRAFT FROM OPERATING WITHIN, TO, OR FROM THE US BY ANY FUTURE DEADLINE.

UNDER FAR 36, FOUR-ENGINED TRANSPORT AIRCRAFT STILL IN PRODUCTION (I.E., THE 707) DELIVERED AFTER DEC 31, 1974 ARE REQUIRED TO MEET FAR 36 NOISE LIMITS. THESE NEWLY PRODUCED AIRCRAFT ARE EQUIPPED WITH SOUND-ABSORBENT MATERIAL IN THE AIRCRAFT'S ENGINE NACELLES.

2. AN ACTION WHICH COULD IMPACT UPON THE ABILITY OF EXISTING IN-SERVICE DC-8 AND 707 AIRCRAFT TO CONTINUE OPERATING AT US AIRPORTS IS THE FAA'S PROPOSED RPT PROPOSED CIVIL AIRCRAFT FLEET NOISE REQUIREMENTS RULE, WHICH WOULD REQUIRE THAT ALL EXISTING IN-SERVICE JET TRANSPORTS, WEIGHING 75,000 POUNDS OR MORE AND OPERATING INTO US

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AIRPORTS, MEET FAR 36 NOISE LIMITS. THE COST OF EQUIPPING

FOUR-ENGINE, JT3D POWERED DC-8'S OR 707'S WITH SOUND-
ABSORBENT MATERIAL RETROFIT KITS TO MEET FAR 36 NOISE
LIMITS IS ESTIMATED AT APPROXIMATELY DOLLARS 1,000,000
PER AIRCRAFT. IF FINALLY ADOPTED AS A RULE, THE FLEET
NOISE CONCEPT WOULD REQUIRE THAT HALF OF A CARRIER'S
NON-COMPLYING ENGINE AND ENGINE NACELLES BE RETROFITTED
APPROXIMATELY THREE YEARS AFTER ISSUANCE OF THE RULE,
AND THAT ALL AFFECTED AIRCRAFT NOT MEETING FAR 36 NOISE
LIMITS BE RETROFITTED WITHIN APPROXIMATELY FOUR YEARS.
THIS PROPOSAL IS STILL UNDER CONSIDERATION WITHIN THE
DEPARTMENT OF TRANSPORTATION.

3. IT IS POSSIBLE THAT THE JANUARY 1, 1976 DATE MEN-
TIONED REFERS TO THE RECOMMENDATION OF THE ICAO COM-
MITTEE ON AIRCRAFT NOISE (CAN) FOR MEMBER STATES TO
SU0MIT THEIR INTENTIONS ON RETROFIT TO ICAO BY JANUARY 1,
1976. KISSINGER

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